New York State Department of Transportation
Yellow Flag NB2228W022

By: Ben Colangelo
Flag Date: April 13, 2022

Superseding Information:

This flag supersedes: YF NB2122W038

Structure Information

BIN: **1065318**
Feature Carried: 278I278IX2M23027
Feature Crossed: 6TH AVENUE
Orientation: 8 - NORTHWEST

Region: 11 - NEW YORK CITY
County: KINGS
Political Unit: City of NEW YORK
Approximate Year Built: 1962

Posted Load Matches Inventory : Yes
Bridge Load Posting (Tons) : Not Posted for Load

Primary Owner: New York State Department of Transportation
Primary Maintenance Responsibility: 12 - State - Subcontracted to another Party
Typical or Main Span Type: 3 - Steel, 02 - Stringer/Multi-Beam or Girder
This Bridge is not a Ramp
Number of Spans: 322

Verbal Notification Information

Person Notified: Heinz Joachim, P.E.
Date: April 13, 2022 2:00:00 PM

Of: NYSDOT Region 11

Signature Information

Signature: Ben Colangelo, P.E. 068498
Date: June 08, 2022

Reviewed By: Robert Kemp
Date: June 08, 2022

Attachments: 7

Flagged Elements

Parent Element	Element	Total Quantity	Unit
	Span Number : 256		
	107 - Steel Open Girder/Beam	976	ft
	PR831 - Steel Beam End	40	each

Flagged Condition Description

This Yellow Flag No. NB2228W022 supersedes Yellow Flag No. NB2122W038.

Location: Span 256 Girder G16 at Pier 256 over 3rd Avenue NB

Description: The web of the girder at the upper cope has a 1-3/4” long diagonal crack that extends into a ½” diameter corrosion hole. The surrounded web area of 11” H x 3” W has up to 3/16” deep section loss. (Photos 3, 4 and 5)

There has been no significant change since previous inspection.

The affected member Girder G16 is a load path redundant built-up steel girder consisting of varying web depth x 3/8" thick and two equal leg angles (L 5" x 5" x 1/2") for the top and bottom flanges (Photo 2). The spacing between Girder G15 and G16 is 3'-9.75" on center and 6’-11” on center from G17 (Photo 1).

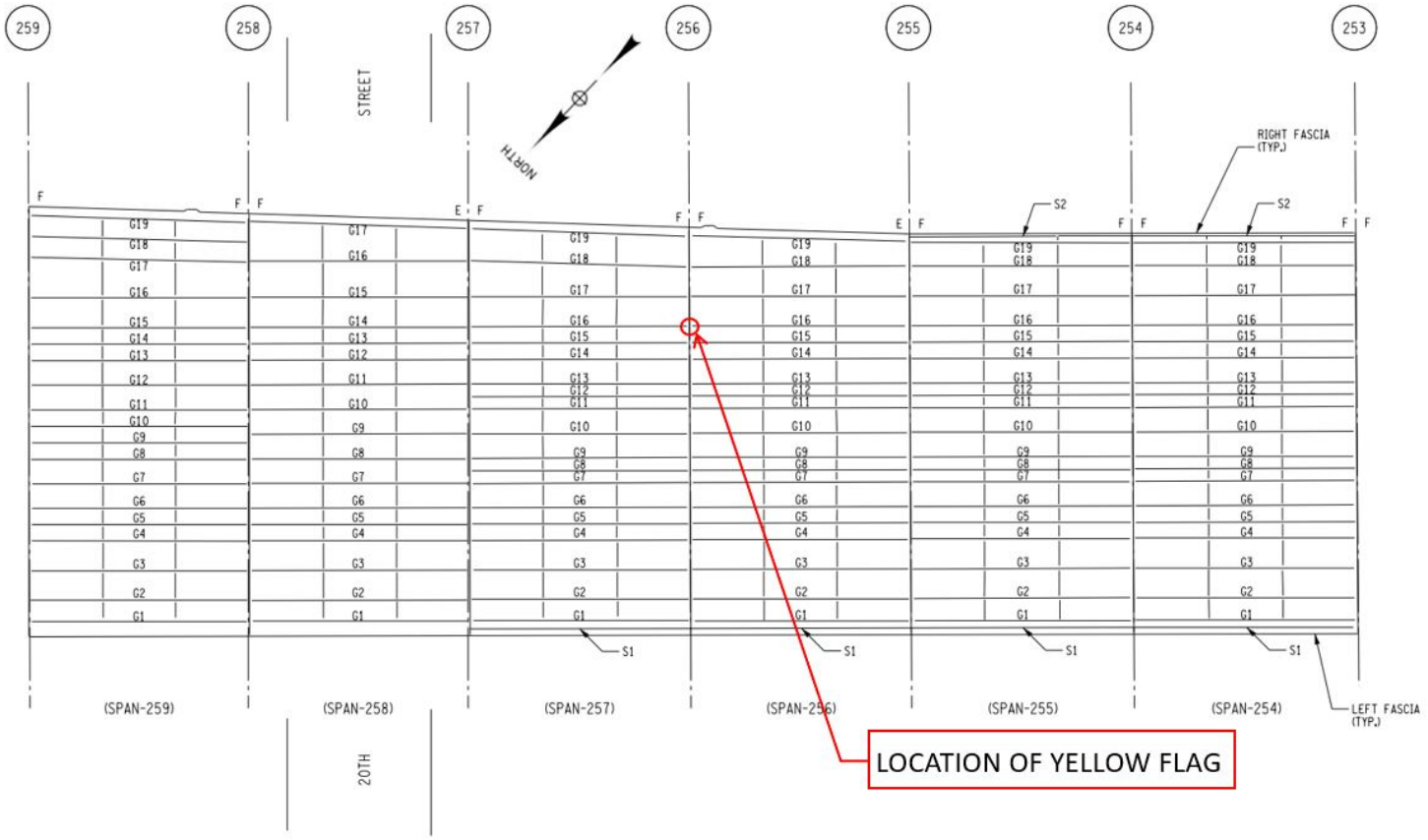
Notes:
1. No deformation was observed in any part of Girder G16 connection to Pier 256 cap beam.

2. The adjacent Girder G15 (left side) is in good condition. Girder G17 (right side) has web repair plates with moderate corrosion along the edges.

3. Left lane closure at 3rd Avenue In-Bound (Tunnel) between 20th and 21st Streets, and a 35' bucket truck is required to access this location.

Flag Photographs

Photo Number: **1** Photo Filename: **FRAMING PLAN.JPG**

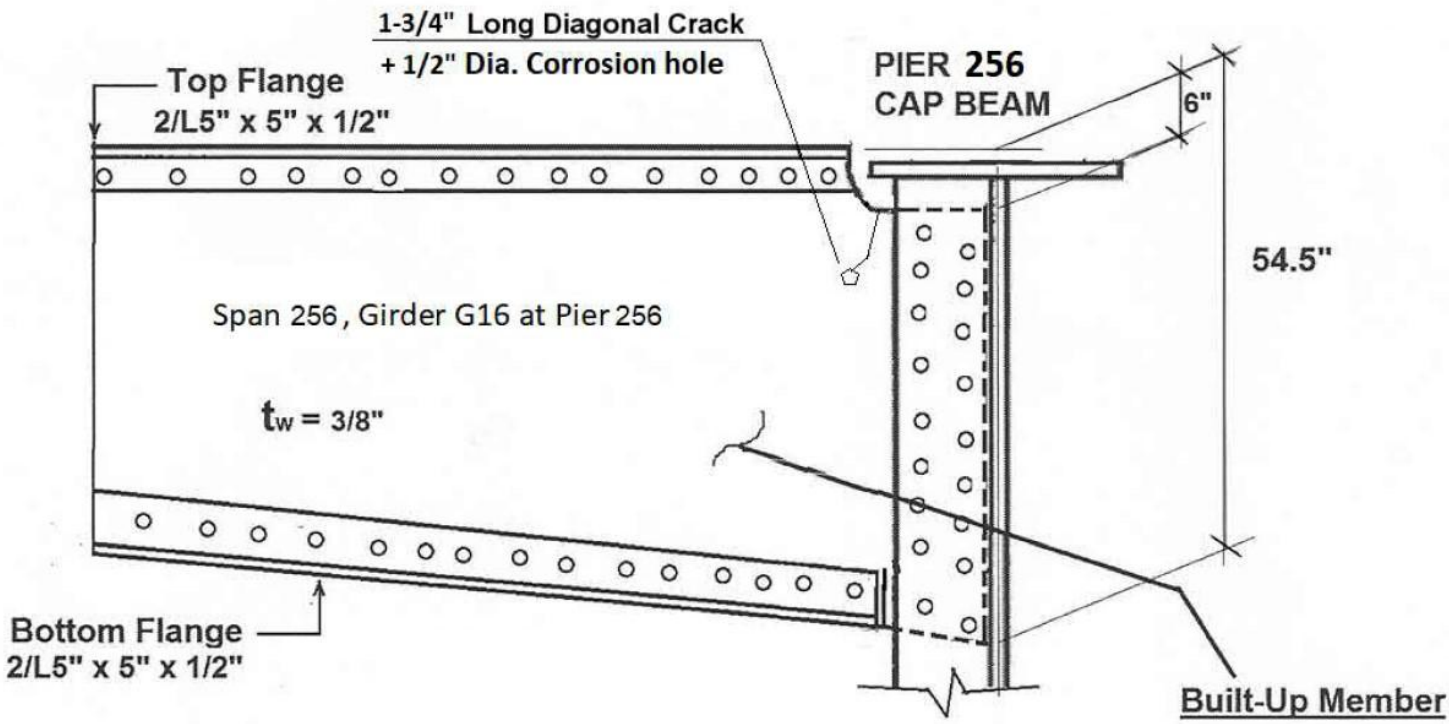


Attachment Description: **BIN 1065318, Framing Plan, Spans 254 - 259**

Photo Number: **2** Photo Filename: **YELLOW FLAG SKETCH.jpg**

YELLOW FLAG NB2228W022

BIN 1065318
DATE 04/13/2022



Built-Up Member Properties

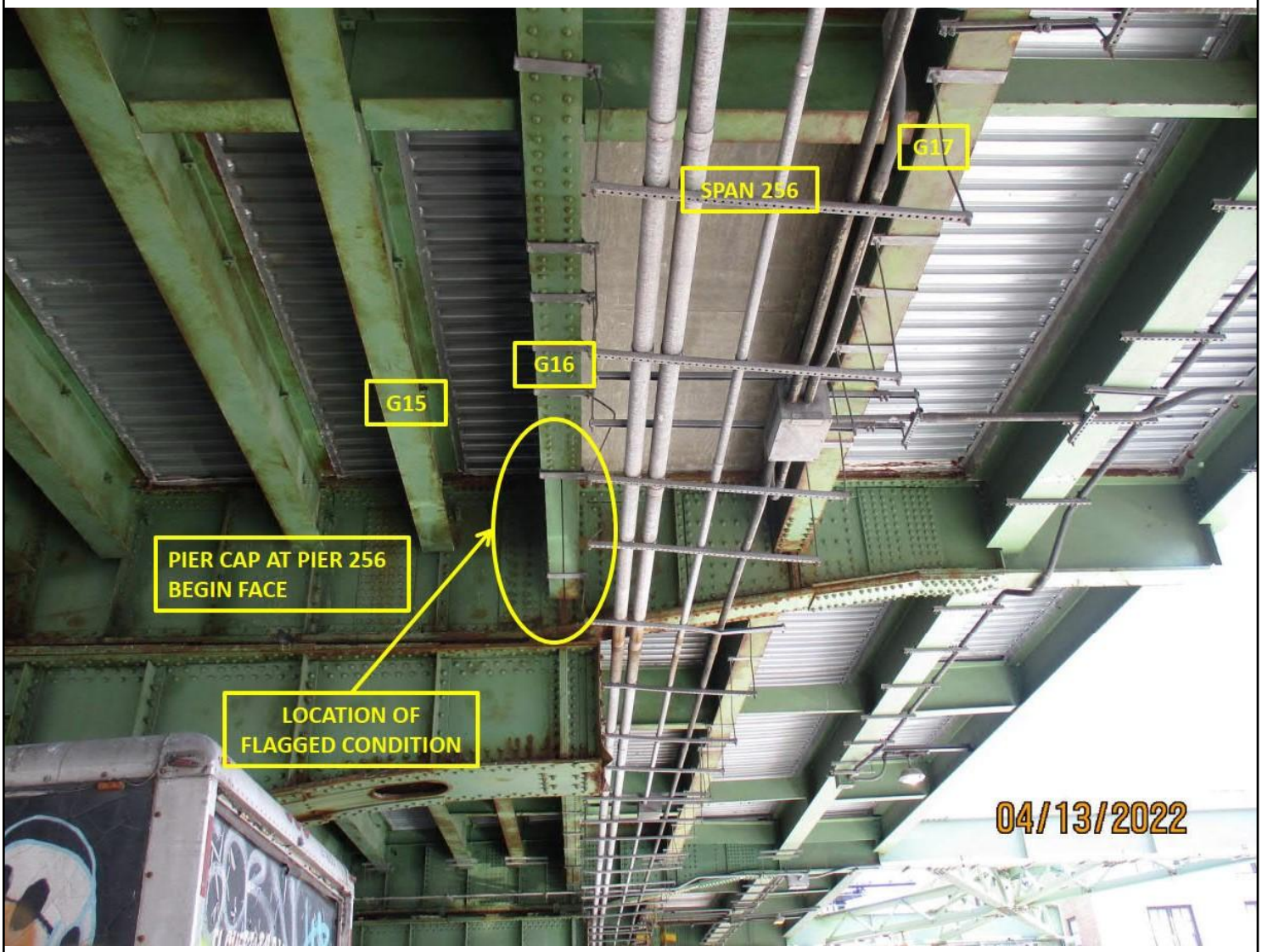
Vary depth web: 54.5" b-to-b Ls @ Piers 255 and 256 and 33" @ midspan
Web thickness =3/8"
Bottom and Top Flanges are two equal leg angles L 5" x 5" x 1/2"

Right Elevation of Girder G16 at Pier 256 (Looking Left)

N.T.S.

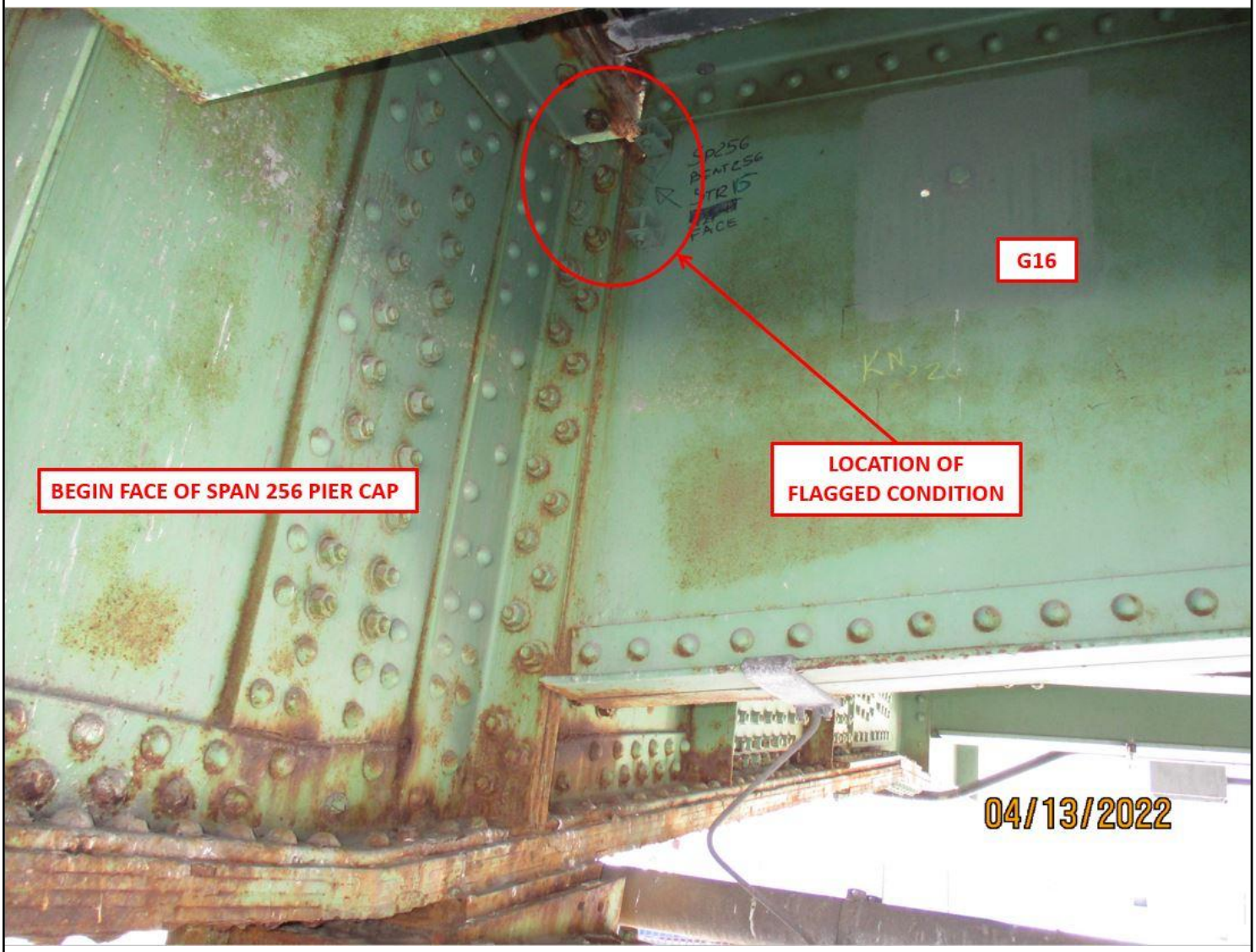
Attachment Description: **Sketch of G16 at Pier 246**

Photo Number: **3** Photo Filename: **Photo 1 Edit JF-06-08.jpg**



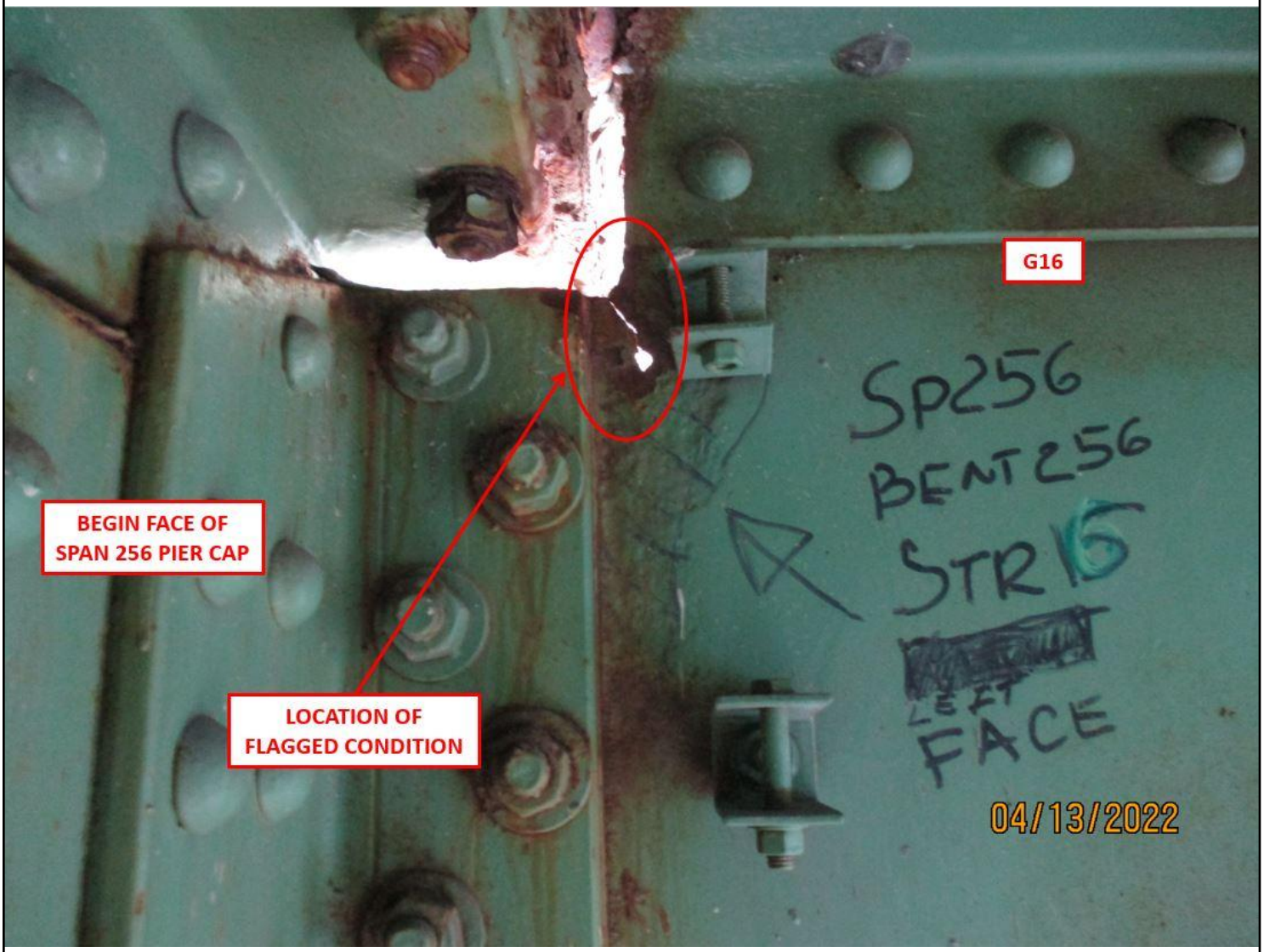
Attachment Description: **Span 256 G16 at Pier 256 – General framing plan of flagged location. Looking End.**

Photo Number: **4** Photo Filename: **318-3987.JPG**



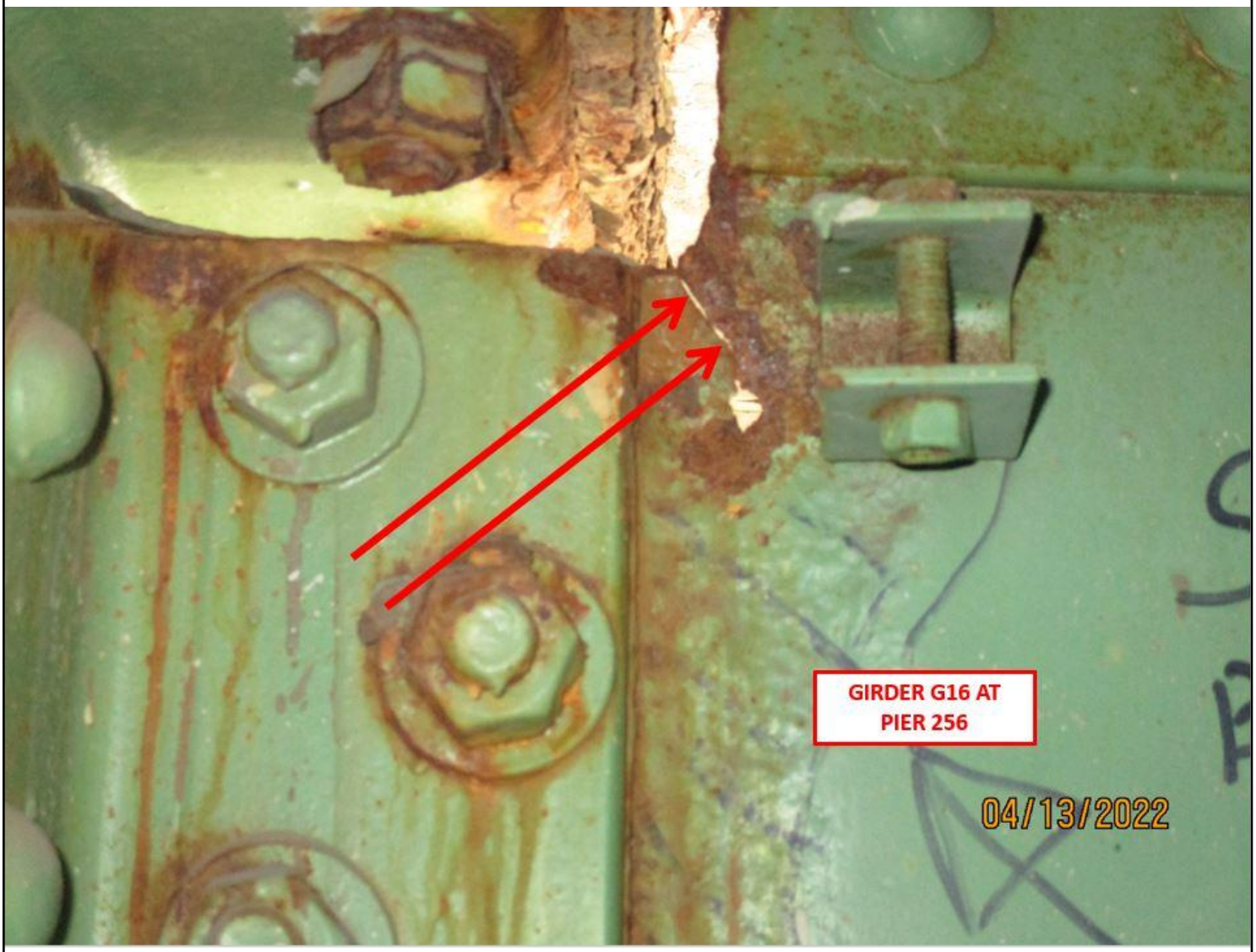
Attachment Description: **Span 256 G16 at Pier 256 - General view of crack location at left upper cope. Looking End Right.**

Photo Number: **5** Photo Filename: **318-3999.JPG**



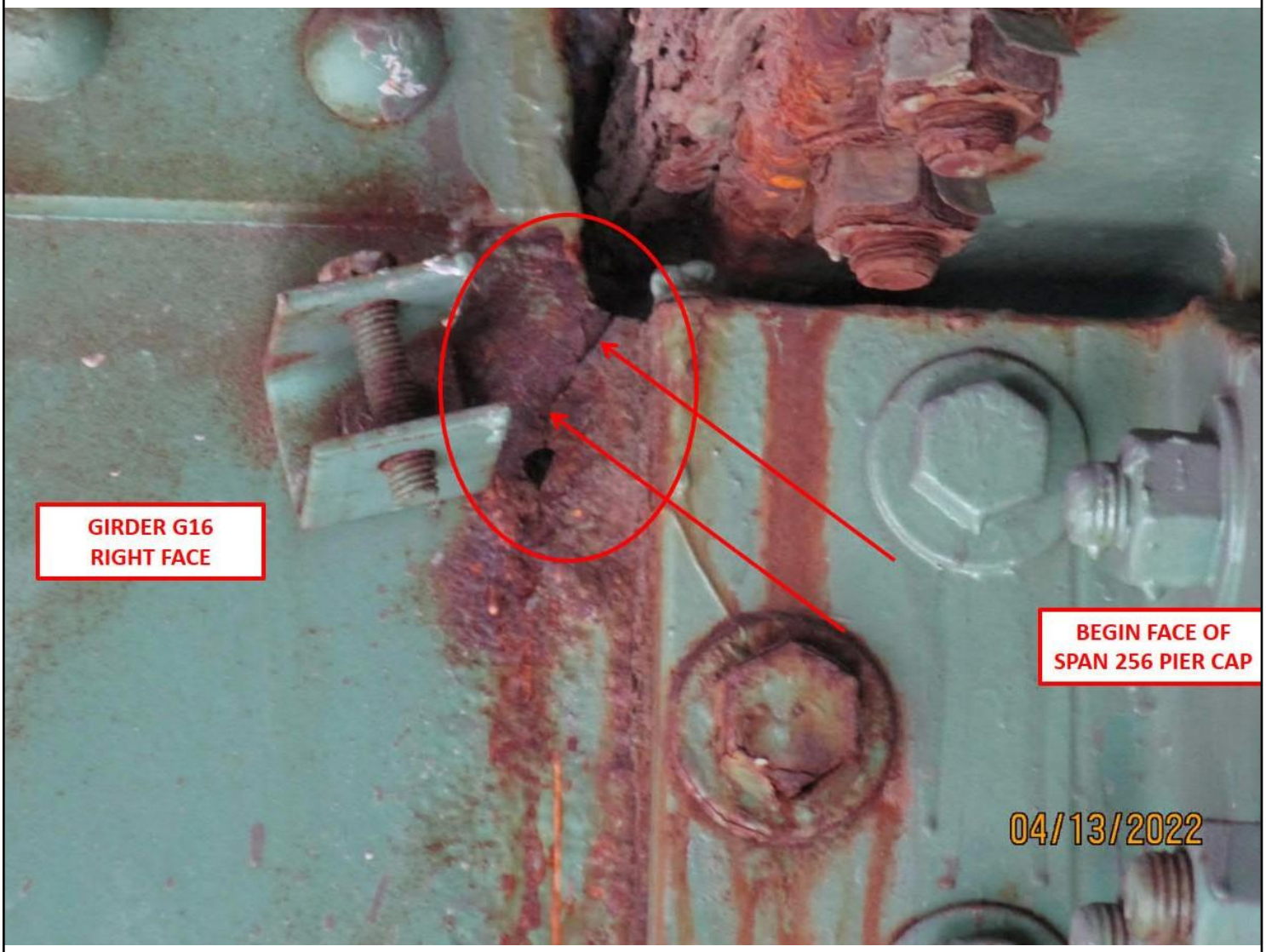
Attachment Description: **Span 256 G16 at Pier 256 – General view of flagged location showing the 1-3/4'' long diagonal crack at upper cope and ½" diameter corrosion hole. Surrounding 11" H x 3" wide area with up to 3/16" DP section loss. Looking Right.**

Photo Number: **6** Photo Filename: **318-4006.JPG**



Attachment Description: **Span 256 G16 at Pier 256 – Close up view of the 1-3/4'' long diagonal crack at upper cope and ½" diameter corrosion hole. Looking Right.**

Photo Number: **7** Photo Filename: **Photo 5 Edit JF.jpg**



Attachment Description: **Span 256 G16 at Pier 256 – Close up view of the 1-3/4'' long diagonal crack at upper cope and ½" diameter corrosion hole. Looking Left.**